

SKILL TEST CPL(A) AEROPLANE <input type="checkbox"/> SE <input type="checkbox"/> ME
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Application and report form

A. To be filled out by the applicant:

Date of Birth:	Licence no.: (If any)	State of Licence Issue:
First name(s):		Last name:
Street:		Postal code and city:
E-mail:	Telephone:	Date and signature of applicant:

B. To be filled out by ATO:

Name of ATO: (Use stamp):	Applicant graduating from: <input type="checkbox"/> ATP Integrated course <input type="checkbox"/> CPL/IR Integrated Course <input type="checkbox"/> CPL Integrated course <input type="checkbox"/> CPL Modular Course
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NB: Crediting of flight time (attach documentation)	Date and signature of Head of Training:
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ATP Integrated course - Specification of flight time - Note: Min. hours to be met upon licence issue only

Total min. 195 hours:	PIC min. 70 hours incl. max. 55 SPIC:	Cross-Country PIC min. 50 hours:	Instrument time incl. max. 55 ground time:	Instrument Ground time max. 55 hours:	Night min. 5 hours: 5 solo landings 1 hour dual nav.	Flight time during CPL(A) course min. 195 hours:	Advanced UPRT min. 3 hours:
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CPL/IR Integrated course - Specification of flight time - Note: Min. hours to be met upon licence issue only

Total min. 180 hours:	PIC min. 70 hours incl. max. 55 SPIC:	MEP min. 6 hours (if appl):	Cross-Country PIC min. 50 hours:	Instrument time min. 100 hours max. 40 ground time:	Instrument Ground time max. 40 hours:	Night min. 5 hours: 5 solo landings 1 hour dual nav.	Flight time during CPL(A) course min. 180 hours incl. IR:	UPRT Training performed:
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CPL Integrated course - Specification of flight time:

Total min. 150 hours:	PIC min. 70 hours incl. max. 55 SPIC:	MEP min. 6 hours (if appl):	Cross-Country PIC min. 20 hours:	Instrument time min. 10 hours incl. max. 5 ground time:	Instrument Ground time max. 5 hours:	Night min. 5 hours: 5 solo landings 1 hour dual nav	Flight time during CPL(A) course min. 150 hours:	UPRT Training performed:
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CPL Modular course - Specification of flight time:

Total min. 200 hours:	PIC min. 100 hours:	MEP min. 6 hours (if appl):	Cross-Country PIC min. 20 hours:	Instrument time min. 10 hours incl. max. 5 ground time:	Instrument Ground time max. 5 hours:	Night min. 5 hours: 5 solo landings 1 hour dual nav	Flight time during CPL(A) modular min. 25 hours:	UPRT Training performed:
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C. To be filled out by the Examiner:

Date of test:	Licence Endorsement:	Type of aircraft:	Name and Authorisation number of Examiner:							
Section 1:		Section 2:		Section 3:		Section 4:		Section 5:		Section 6:
Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Passed	Failed	Not Applicable Passed Failed
Final result:			Passed	Partial Pass	Failed					

I hereby verify that the applicant has passed the required training and that the applicant fulfills the requirements for the test or check being performed. I also declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document. I, the undersigned Examiner, hereby confirm that I possess all the necessary privileges required to conduct this test, check, or assessment. Furthermore, I declare that all my privileges are valid and in full compliance with the relevant regulatory standards.	Date and signature of Examiner:
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Use of the aeroplane checklists, airmanship, control of aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections

Name of Applicant:	
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SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE		Passed	Failed
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS		
b	Aeroplane inspection and servicing		
c	Taxiing and take-off		
d	Performance considerations and trim		
e	Aerodrome and traffic pattern operations		
f	Departure procedures, altimeter setting, collision avoidance (lookout)		
g	ATC liaison – compliance, R/T procedures		

SECTION 2 GENERAL AIRWORK		Passed	Failed
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, look out		
B	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls		
c	Turns including turns in landing configuration. Steep turns 45°		
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives		
e	Flight by reference solely to instruments, including: <ul style="list-style-type: none"> i. Level flight, cruise configuration, control of heading, altitude and airspeed ii. Climbing and descending turns with 10° - 30° bank iii. Recoveries from unusual attitudes iv. Limited panel instruments 		
f	ATC liaison – compliance, R/T procedures		

SECTION 3 EN-ROUTE PROCEDURES		Passed	Failed
A	Control of the aeroplane by external visual reference, including cruise configuration, Range/Endurance considerations		
b	Orientation, map reading		
c	Altitude, speed, heading control, lookout		
d	Altimeter setting, ATC liaison – compliance, R/T procedures		
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
f	Observation of weather conditions, assessment of trends, diversion planning		
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight), implementation of diversion plan to alternate aerodrome (visual flight)		

Use of the aeroplane checklists, airmanship, control of aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections

Name of Applicant:	
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SECTION 4 APPROACH AND LANDING PROCEDURES		Passed	Failed
a	Arrival procedures, altimeter setting, checks, look out		
b	ATC liaison: compliance, R/T procedures		
c	Go-around action from low height		
d	Normal landing, crosswind landing (if suitable conditions)		
e	Short field landing		
f	Approach and landing with idle power (SINGLE ENGINE ONLY)		
g	Landing without use of flaps		
h	Post flight actions		

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (This section may be combined with sections 1 through 4)		Passed	Failed
a	Simulated engine failure after take-off (at a safe altitude), fire drill		
b	Equipment malfunctions, including alternative landing gear extension, electrical and brake failure		
c	Forced landing (simulated)		
d	ATC liaison: compliance, R/T procedures		
e	Oral questions		

SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS (This section may be combined with sections 1 through 5)		Passed	Failed
a	Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator)		
b	Asymmetric approach and go-around		
c	Asymmetric approach and full stop landing		
d	Engine shutdown and restart (if selected by the examiner)		
e	ATC liaison – compliance, R/T procedures, Airmanship		
f	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: <ul style="list-style-type: none"> i. Aeroplane systems including handling of autopilot ii. Operation of pressurisation system iii. Use of de-icing and icing system 		
g	Oral questions		

For detailed instructions see Commission Regulation 1178/2011 Appendix 4

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Name of Applicant:	
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Details of the flight			
Destination aerodrome	On block	On ground	
Departure aerodrome	Off block	Airborne	
Aircraft registration	Total block time	Total airborne time	No. of landings:

Remarks/Overall assessment/Reasons for failure (if applicable):

Name of instructor present at the Skill Test:

Signature of Examiner	Signature of Applicant:
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Name of Applicant:	
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In accordance with ARA.GEN.315(a), (b) – (c)

Undertegnede bekræfter hermed, at jeg ved ansøgningstidspunktet

1. ikke var i besiddelse af et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat;
2. ikke har ansøgt om et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori i en anden medlemsstat; og
3. aldrig har haft et personligt certifikat, rating, tilladelse eller attest med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat, som er tilbagekaldt eller suspenderet i anden medlemsstat.

Note:

Ukorrekte oplysninger vedrørende ovenstående, kan være diskvalificerende for udstedelse af certifikat, rating, tilladelse m.v.

Undersigned hereby confirm that I at the time of application

1. was not holding any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;
2. has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and
3. has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
- 4.

Note:

Incorrect information regarding the above can be disqualifying for obtaining a certificate, rating, authorization, etc.

Dato:/Date: _____

Underskrift:/Signature: _____